HONDA ServiceNews February 2004

Certain Vehicle Parts Are Marked With VIN (R DOT)

To discourage vehicle theft, American Honda marks certain major components with the VIN. Here's how these components are marked:

- Original body parts are marked with self-adhesive labels.
- Replacement body parts are marked with generic self-adhesive labels.
- Original engines and transmissions are marked with a plate attached with non-reusable, anti-theft bolts.
- Replacement engines and transmissions are marked with an **R**, followed by the manufacturer's trademark, and ending with **DOT**.

R DOT

Important Note: Federal law forbids the removal or defacing of any parts marking labels. When doing body repair work, be careful not to remove or paint over these labels. Replacement labels and anti-theft bolts are not available from Honda parts stock. Although section 1 of every S/M states that the original engine or transmission VIN plate is transferred to a replacement engine or transmission and attached with break-off bolts, it is wrong. Future S/Ms will have this text revised.

Power Steering Pump Pulley Failure After S/B 02-055

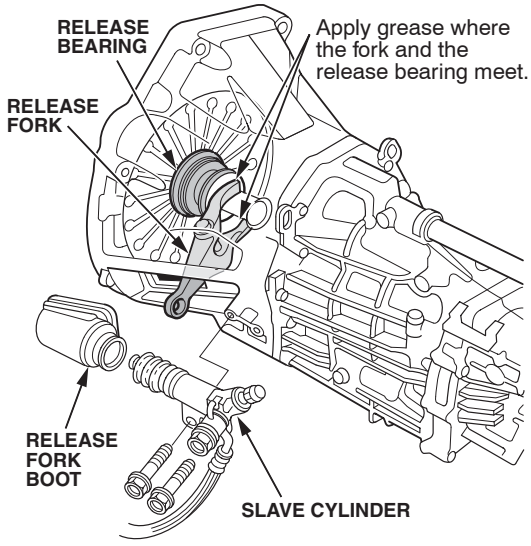
When doing the repair procedure in S/B 02-055, *Safety Recall: V6 Engine Water Pump*, on a '02 Accord V6, '02 Odyssey, or '03 Pilot, make sure you adjust the power steering belt to the *used belt* spec when you reinstall it. If you don't, the power steering belt pulley could break.

If you go to section 17 of the appropriate S/M, you'll notice you can adjust the belt using either the Belt Tension Gauge Method or the Deflection Method. Go with the Belt Tension Gauge Method. Use a belt tension gauge (either T/N 07JGG-010000A or 07JGG-001010A) to read the tension, and then adjust the belt to a tension of **390 to 540 N·m (88 to 121 lb-ft)**. In a pinch, you can use the Deflection Method. Apply a force of **98 N·m (22 lb-ft)** halfway between the pulleys, and measure its deflection. A used belt should deflect **13.0 to 16.6 mm (0.51 to 0.65 in.)**.

Clutch Pedal Is Noisy or Feels Notchy: '00–04 S2000

If a '00–04 S2000 owner complains that the clutch pedal creaks, squeaks, or feels notchy, the release fork may need some lubrication where it contacts the release bearing. Here's how you do it.

1. With the hydraulic line connected, remove the two mounting bolts for the slave cylinder. Pull the slave cylinder away from the release fork boot.
2. Remove the release fork boot from the transmission, and disconnect the release fork from the release bearing.
3. Apply super high temp urea grease (P/N 08798-9002, H/C 3720984) to the release fork where it contacts the release bearing.



4. Reconnect the release fork to the release bearing.
5. Reinstall the release fork boot.
6. Reinstall the slave cylinder. Torque the mounting bolts to **22 N·m (16 lb-ft)**.

Pardon Our Goof!

In the January '04 issue of *ServiceNews*, we gave you a bum page number in the article "S/M Fix: M/T Mainshaft Reassembly, '01–04 Civic." The exploded view is on *13*-28 of the S/M. Make this correction in your printed copies of that issue. The correction has already been made in the online version.

ABS Indicator On With ABS DTC 54 or No DTC(s)

Has this happened to you? You're troubleshooting a '02–03 CR-V or '03–04 Element for the ABS indicator coming on. When you connect the HDS to the 16P data link connector, you get one or more of these symptoms:

- ABS DTC 54 (fail-safe relay) is set

  or

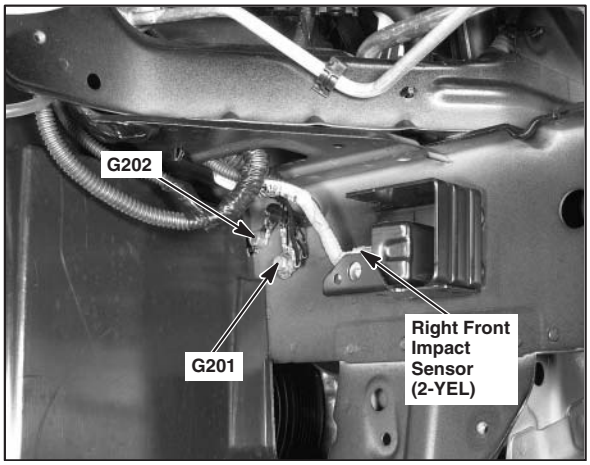
- No DTCs are set

  or

- A message on the display screen saying that the HDS can't communicate with the ABS control unit.

The problem could be a poor ground at G202 behind the right side of the front bumper, near the right front impact sensor.

To fix this problem, inspect the ground G202 mounting bolt.



- If the mounting bolt is gold-colored and self-tapping, then clean the vehicle body and the terminal, and tighten the bolt.

- If the mounting bolt isn't gold-colored and self-tapping, then remove and discard the bolt. Clean the vehicle body and the terminal, and install a new mounting bolt (P/N 90149-SE0-003, H/C 2601060). Torque the bolt to spec.

Help Us Reduce *Your* Tech Line Call Waiting Time

To help us cut down on your call waiting time to Tech Line, here are some helpful tips:

- Take advantage of the power of ISIS. You can often save yourself a call to Tech Line simply by using the ISIS search capability to look up issues of *ServiceNews* or published S/Bs, or to check for the latest posted pubs. Looking up service info in ISIS, instead of just calling Tech Line, will free up our Tech Line specialists so they can resolve more complex problems.

- In addition to ISIS, and especially for those older publications, make sure your service publications library is complete and up-to-date. You should have all of the S/Ms, ETMs, and O/Ms for the Honda vehicles your dealership sells and services. Toss out any old cumulative S/Ms, and replace them with the latest S/Ms. Always use the latest, most accurate service info available.

- In case your ISIS terminals are all busy, or for those who just love paper, order enough copies of the S/Ms and ETMs to allow for lost or stolen manuals or for multiple use by more than one service tech.

- Route or post all service-related messages on the Interactive Network (*i*N) to the service techs. American Honda uses *i*N to announce new procedures or to correct or clarify an existing procedure.

- Check with your shop foreman or team leader to see if any other service techs have had a problem similar to the one you're working on.

- Check out your customer's complaint. Make sure you have your customer's vehicle available, and you've duplicated the problem or determined that the problem isn't just a normal characteristic of the vehicle.

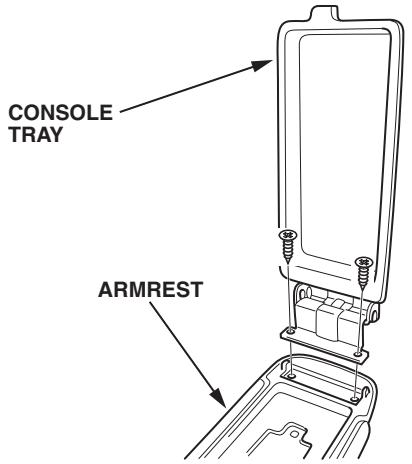
S/M Fix: Front Brake Caliper Overhaul, '99–04 Odyssey

You need to fix the exploded view for the front brake caliper overhaul on page 19-15 of the 1999–04 Odyssey S/M. The torque spec is wrong for the caliper body 8 x 1.0 mm mounting bolts. The torque spec should read **36 N·m (3.7 kgf·m, 27 lbf·ft)**. Make this change in your copies of the S/M.

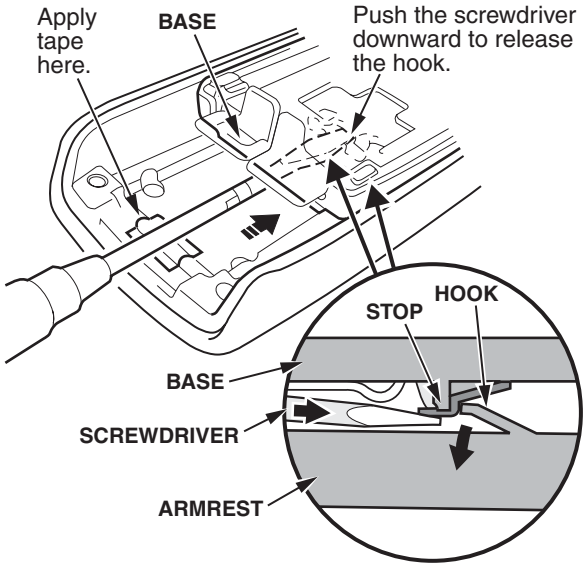
Center Console Armrest Disassembly/Assembly: ’03–04 Accord

There’s no procedure in the ’03–04 Accord S/M that shows you how to disassemble and reassemble the center console armrest. If you need to do this, follow these steps:

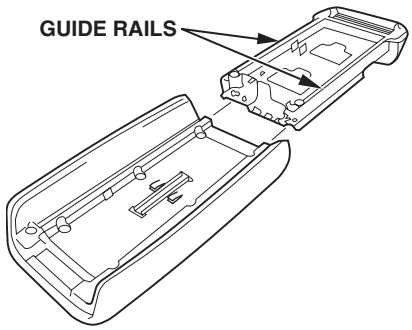
1. Open the center console, and remove the armrest (two screws).
2. Remove the console tray from the armrest at the hinge (two screws).



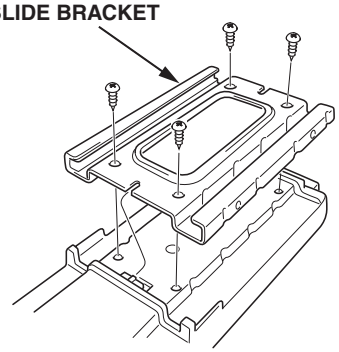
3. Slide the armrest all the way forward.
4. Wrap a large flat-tip screwdriver with protective tape. Also, apply protective tape to the projection on the back of the armrest. Insert the screwdriver into the center of the gap between the armrest and its base. Gently push the screwdriver straight down until the two inside hooks on the armrest release from the stops on the base.



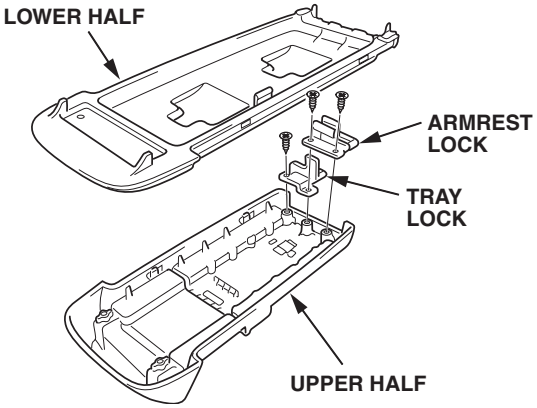
5. Slide the armrest slightly forward so the inside hooks clear the stops. Remove the screwdriver.
6. Slide the armrest completely off the guide rails on its base.



7. Remove the slide bracket from the armrest (four screws).



8. Separate the armrest upper half from the lower half. Remove the armrest lock (one screw) and the tray lock (two screws).



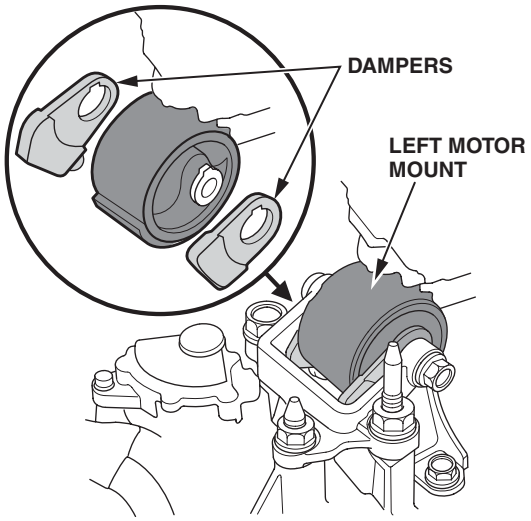
9. Reassemble the armrest in the reverse order of disassembly.
10. Reinstall the armrest to the center console.

All affected pages in the S/M and in ISIS will be updated to include this procedure.

Ticking or Rattling After CVT Replacement

Got a '03–04 Civic Hybrid owner complaining of a ticking or rattling after having the CVT replaced? Misinstalled left motor mount dampers could be the culprit. If these dampers aren't installed properly, they can cause a ticking or rattling that sounds a lot like ABS modulation or a faulty CVT.

Before replacing engine, CVT, or ABS components, check the left motor mount dampers, and make sure they're installed just like this.



HDS Operating Tips

Here are some helpful tips when using the Honda Diagnostic System (HDS):

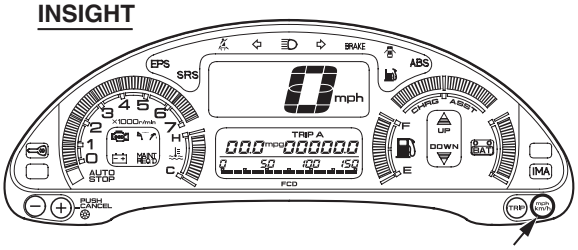
- To get program updates and to transfer files, the HDS must be turned on and fully booted up *before* you dock it into its docking station. To make sure the HDS is turned on, press and release the green power on button, and note that the green power on indicator comes on. As the HDS boots up, you'll see the Teradyne splash screen. When the HDS is done booting up, you'll see **Honda Diagnostic System** on the main screen.
- The HDS can jump the service check signal (SCS) circuit while it's in a specific system such as PGM-FI. To jump the SCS circuit, tap on **F2** at the top of the display screen, select **SCS** on the right side of the screen, and follow the prompts. With the SCS enabled (shorted) you'll see **SCS** flashing in the lower right corner of the screen. To disable, return to **F2**, and repeat the instructions.

Speedo/Odo Read Excessive Speed and Distance

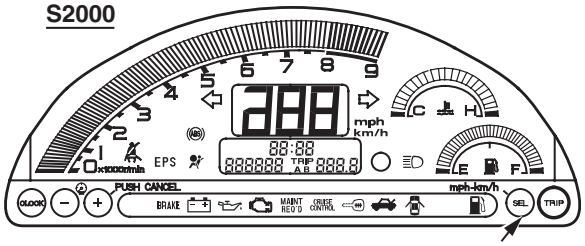
If an owner of a '00–04 Insight or '00–04 S2000 complains of the speedometer reading way too high and the odometer clicking off way too many miles, the problem could simply be the speedometer and odometer are set to read kilometers instead of miles.

The **mph/km/h** button on the Insight gauge assembly (it's the **SEL** button for S2000s) switches the speedometer reading between miles per hour and kilometers per hour. It also switches the odometer and the trip meters to read in miles or kilometers.

INSIGHT



S2000



To switch the speedometer/odometer readings in an Insight, press the **mph/km/h** button. To switch the readings in an S2000, press and hold the **SEL** button until you hear a beep.

Tips From Training: Use ETM Schematic Like a Roadmap

Enrique Briseno, Senior Training Center Coordinator in Irving, TX, passed along this great tip to help keep you on the right track when chasing down an electrical problem. He says to make yourself a copy of the ETM pages you're referencing (or print them off of ISIS), and use them like a roadmap.

Look at the circuit schematic, and jot down the expected voltages at the points on the schematic that you'll be checking on the vehicle. Now, make your voltage checks. If your voltage reading is within spec, put a check mark next to the expected voltage on the schematic. If it's not to spec, write down the actual voltage next to the expected voltage with a different color pen. This way, when you look at the results, you can see where the voltage doesn't match, causing the electrial problem. When you're done with your repairs, attach a copy of the marked-up schematic to the R.O.

And here's another tip: *Always* check the battery voltage before taking any voltage readings. And repeat the check at least every **3 to 5 minutes**. If the voltage goes down while you're testing, it could lead you down the wrong path.

Airbag ON/OFF Switches

Got a customer asking about airbag ON/OFF switches? Honda makes switch kits for these vehicles:

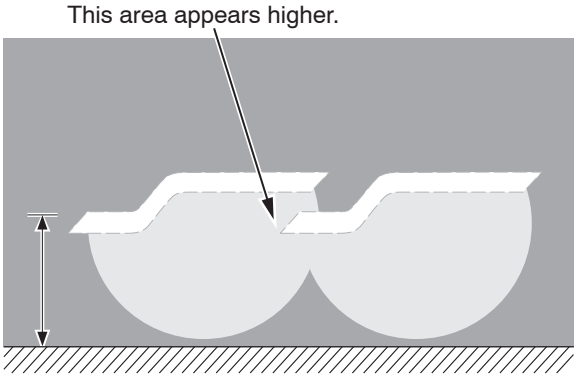
- 1991–00 Accord
- 1992–00 Civic
- 1993–97 Del Sol
- 1997–01 CR-V
- 1995–01 Odyssey
- 1997–01 Prelude
- 2000–03 S2000

Have your customer call Automobile Customer Service at **800-999-1009** for ordering instructions.

Minimize Warranty Claims For Headlight Adjustment

Our warranty department has received a number of claims for headlights being out of adjustment on '00–04 S2000s. In many cases, there was no trouble found.

S2000s come with high-intensity discharge (HID) headlights. These headlights use a different beam pattern than what's used on vehicles with conventional headlights. This pattern makes the headlight beams appear uneven to vehicle owners, especially when following another vehicle closely or when shining the headlights on a nearby wall.



HID BEAM PATTERN
(Driver's View)

Keep this in mind the next time you get an S2000 owner complaining of the headlights being out of adjustment.

Clean Modulator Pump Motor Ground for DTC 51/53

NOTE: This article applies to '98–04 Accords, '01–04 Civics, '03–04 Civic Hybrids, '02–04 CR-Vs, '03–04 Elements, '01–04 Insights, '99–04 Odysseys, '03–04 Pilots, and '00–04 S2000s.

Got an ABS DTC 51 (motor lock) or an ABS DTC 53 (motor stuck ON)? Although the S/M tells you to replace the ABS modulator unit if, during your test-drive, the ABS indicator comes back on and the DTC sets, don't replace the unit just yet. First try inspecting and cleaning the pump motor ground. A poor ground can also cause these DTCs to set.

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